

DOWNTOWN ROUTE SUBMITTED TO CITY

Elevated Road Would Link Holland Tunnel and Two Bridges on East Side

By JOSEPH C. INGRAHAM

The plans for the long-proposed Lower Manhattan Expressway were submitted yesterday for city approval.

In presenting a map to establish the route for the \$83,000,000 elevated highway, City Construction Coordinator Robert Moses described the project as "a key to the resurgence of the entire downtown area."

The map, presented to the Board of Estimate, was referred to the City Planning Commission, which will hold public hearings, probably next month.

Represents a Compromise

Under the timetable set up by Mr. Moses the city should receive authorization to vest title by early spring; clear the site in three stages in 1960 and 1961, and complete the job by 1966.

The road, to be elevated, would link the Holland Tunnel and the Miller (West Side) Highway with the Manhattan and Williamsburg Bridges on the lower East Side.

The plan for the toll-free road represents a compromise by city, state and Federal engineers. All have approved the route. This means that civic groups and persons who will be displaced by the expressway will probably be the only objectors at the mandatory public hearings. In the past, differences among official agencies have contributed to confusion and delay.

The route, according to the

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plan submitted yesterday, follows Canal Street east for about three blocks from the West Side Highway. The road then swerves northeast and crosses the Holland Tunnel Plaza. East of the plaza the highway would be on the north side of Watts Street and continue along the north side of Broome Street.

Connects With 2 Bridges

When it reaches Elizabeth Street (just west of the Bowery) the road splits. The northern leg of the "Y" shaped artery dips under local streets until it reaches ramp connections of the Williamsburg Bridge at Delancey Street.

The elevated section will cut south paralleling Chrystie Street to connect with the Manhattan Bridge. This bridge is to be modernized to handle the increased traffic that the highway is expected to bring.

The elevated expressway in the middle of the island will have eight lanes. There will also be six more lanes on the street level in this section. This will be made possible by widening Broome Street.

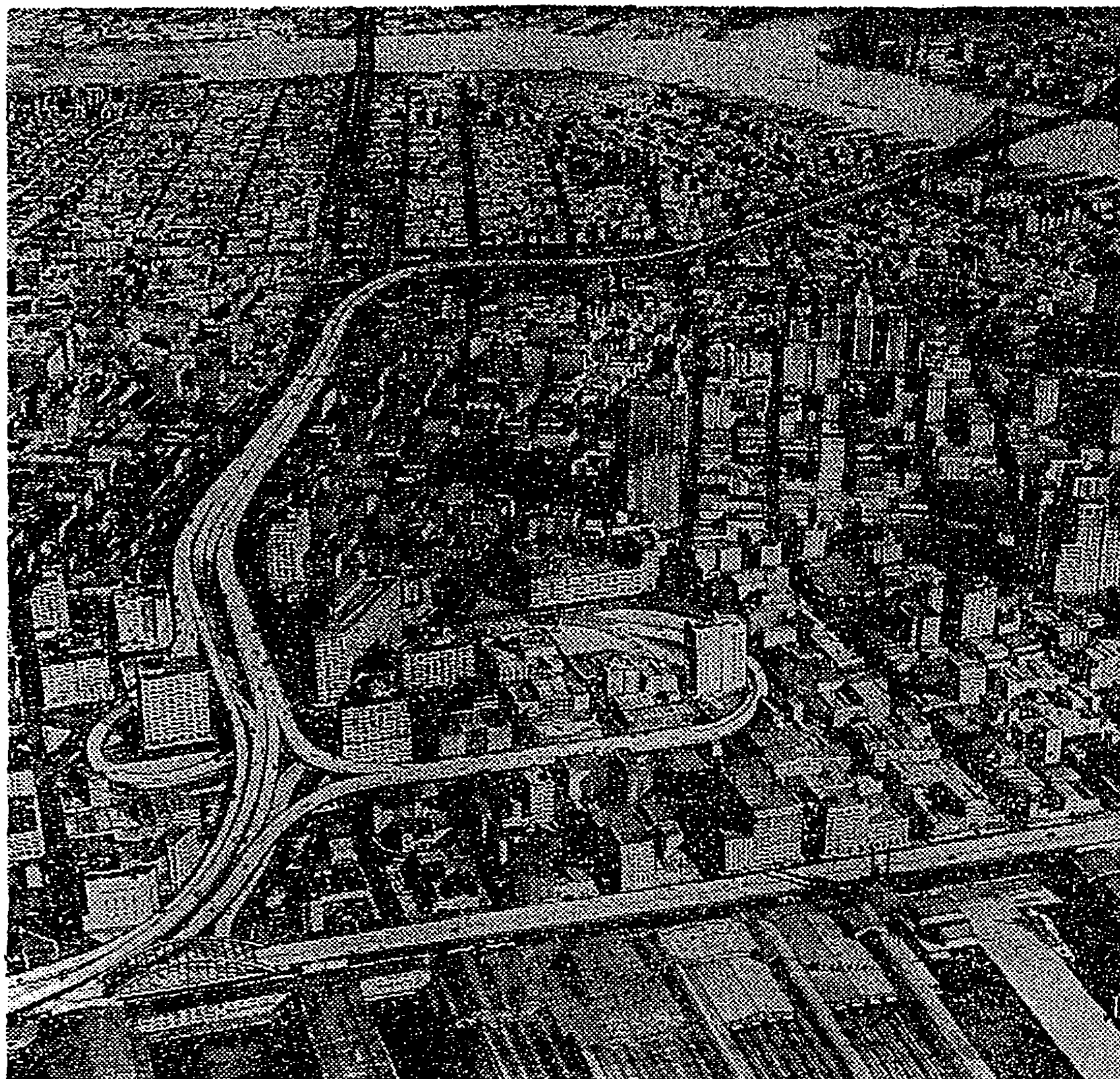
The project will be a part of the Interstate System of National and Defense Highways and the Federal Government will pay 90 per cent of the cost. The other 10 per cent will be paid by the state.

From the West Side Highway to the Manhattan Bridge the expressway will be 1.98 miles long; from Elizabeth Street to the Williamsburg Bridge, 0.53 miles.

What Would Be Razed

In the path of construction are substandard tenements housing 1,946 families, a few substantial loft buildings and some rundown commercial property. According to Mr. Moses' office, "only a hard core of tenement house occupants are expected to fight the improvement."

In a brochure supplied to the members of the Board of Estimate, Mr. Moses noted that in examining the benefits of the



LOWER MANHATTAN EXPRESSWAY: This drawing shows how expressway is to meet at lower left with West Side Highway. It will have ramps, just above, to Holland Tunnel, and links to Manhattan, top right, and Williamsburg Bridges, top left center.

expressway they should not overlook "the tremendous stimulus" it would provide to the program of the Downtown-Lower Manhattan Association.

"This group of distinguished downtown leaders, headed by David Rockefeller, is assiduously tackling a giant task—the rehabilitation of lower Manhattan," Mr. Moses said. "These citizens have undertaken a project of stunning scope. They deserve nothing less than the complete cooperation of our elected and appointed city officials."

The construction cost is estimated at \$47,000,000; acquisition of land at \$36,000,000, a rise of \$3,000,000 since official

agencies agreed on details of the project six months ago.

The roadway has been a planner's dream for more than three decades. Once before it reached the Board of Estimate. This was in 1946 when the total cost would have been \$22,300,000. The board scrapped the proposal because the city did not have the funds and there was no Federal grant to be tapped.

The Moses report said the downtown area had long been notorious as one of the worst examples of urban traffic congestion in the country. Mr. Moses said the proposed expressway would handle 144,100 vehicles a day and would cut traffic on local streets 50 to 60 per cent.